BUDDHISM IN ITS CONNECTION WITH BRAHMAN.
ISM AND HINDUISM, AND IN ITS CONTRAST
WITH CHRISTIANITY. By Sir Monier-Williams,
K. C. I. E. 8vo. pp. xxx-563. Macmillan & Com-

We opened this book in the hope of finding a candid, penetrating and broad-minded study of Buddhism. Sir Monier-Williams certainly posses the knowledge of Eastern languages, the literary attainments, and the opportunity to write such a work. But the conditions under which he labored-having to cast his thought in the form of lectures to be delivered under the trust of a religious foundation-evidently interfered far more than he realized with the athere of his work, and reinforcing decidedly ng original prepossessions have given a polemical aspect to the book which seriously detracts from its value as an authority. As an example of the curious one-sidedness resulting from these conditions we may refer to the author's ergument or statement, in the preface, concerning the numerical proportions of Buddhism. He protests against the prevalent estimate of five hundred million Buddhists, and attempts to minish the number by observing: "It is forgotten that mere sympathizers with Buddhism, who occasionally conform to Buddhistic prac-tice, are not true Buddhists." Sir Monier-Willms evidently fails to perceive that this consideration applies with precisely the same force to the estimates of all religions. If, as is no doubt the case, many who are mere sympathizers with Buddhism are counted among its adherents, it is obviously no less true that many who occupy the same relation toward Christianity are counted among its adherents. There is no country to which any particular religion is ascribed, many of whose people are not either mere lip-worshippers passive (and at times doubtful) sympathizers. To ascertain with even approximate accuracy the number of the truly religious is plainly impossible. Even if some arbitrary rule were applied, such as taking the church attendance as the measure of genuine religion, the results would not give, within a broad margin, an idea of the number of church members. It would, however, necessitate the reduction of the current estimate as regards some parts of Christendom materially. For example, the statistics of church ttendance in England show that the percentage of the population so registered is nowhere higher than 52, and often as low as 23 per cent. The average percentage is 37, and this far exceeds the percentage of church members; yet in general estimates the whole nation is classified roundly. It must be added that Sir Monier-Williams is unable to advance any trustworthy reason for his opinion that there are no more than one hundred million Buddhists, one of his references being a missionary who, living in a treaty port of China, has guessed at the religious statistics of the vast Empire, which is unknown to him. It is not thus that scientific conclusions are reached.

In examining Buddhism Sir Monier-Williams is hampered and biassed by the infelicitous and unphilosophical methods of comparison which he employs, and almost equally by a want of symwith, and apprehension of, the inner spirit of Buddha's doctrines, which renders this volume less fair, and consequently less useful, than his preceding one on Brahmanism and Hinduism. In some respects, too, his plan appears confused and contradictory. For example, while he admits that the actual teachings of Buddha reveal many lofty and noble ideas and rules of life, he seems to include the founder of the faith in the denunciation with which he very justly visits the later perversions and corruptions which have so metamorphosed the early doctrine. Here again it is obvious that he applies to Buddhism a canon of criticism which he would be the last to admit the equity of were Christianity concerned; yet it is no less apparent that the growth of legend, myth, ritualism, idolatry and sacerdotal ceremonialism have pursued the same general course in both cases, and not only in these instances, but in every ancient religion mankind have known. We can, however, hardly credit our eyes when we read the deliberate statement that persecution was not a factor in the decline of Indian Buddhism; that Brahmanism in fact never persecuted. It is true that subsequently Sir Monier-Williams finds it necessary to qualify-we might say to contradictthis extraordinary statement, but the mystery of its appearance continues unexplained. Of course Buddhism suffered persecution, and bitter persecution at that, in many parts of India. however, may not have been a main factor in its ecay, for, as a rule, and except when it read to extermination, persecution is apt rather to in-

Nigorate than destroy a religion. Sir Monier concludes that the principal cause of the decline of Buddhism in India was its pessimist doctrine. Before accepting that theory we must remember that the faith flourished for a years, and that only after long fruition did decay set in. Now this points to conclusions which conflict radically with those of the work before us. Buddhism has now, and for many centuries has possessed, an Agnostic and Pessimist sect. The existence and especially the literature of this Agmostic sect have been endless sources of confusion to Western students, who, in their efforts to disentangle the perplexing facts, have misinterpreted the early Buddhist canon-which could alone have revealed the truth to them. That truth is that Buddha was a Gnostic, not an Agnostic. That he did not teach Pessimism. That he taught the same doctrine of the vanity of earthly possessions and affections and ambitions which Jesus was to announce five centuries ter. That in regard to the chief aim of existence he encouraged his followers to strive after a condition which, allowing for differences of and inherited conceptions, corresponds closely to the very highest ideal of Heaven ever eached by Christian thinkers. Nor is the evidence of all this far to seek. The student must be hopelessly prejudiced who can read the "Book of the Great Decease," the "Dhammapada," the "Lalita-Vistara," the "Maha-Sudassana Sutta," that Sutta called "The Foundation of the Kingdom of Righteousness" (all of which are among the rijest collections of Gotama's teachings, and the mence of all of which had been transmitted orally from his lifetime, with the absolute textual and lifetal fidelity which during ages has been one of the commonest Hindu accomplishments) without becoming convinced of the majesty, breadth and loftiness of the doctrine taught.

Of course, Sir Monier-Williams depends chiefly his depreciative view of Buddhism upon the modern interpretation of Nirvana, and here again he stands convicted of a violation of the most vital principles of historical criticism. His attiprecisely parallel to that of a writer who ould gite the abuses of the unreformed Christian Church as evidences of the defects and weakness of Christ's teachings in Palestine. The Nirvana of Gotsma Buddha was the very opposite of extipetion. The author admits that it is not necextinction, but he insists that " practically in Buddhism the death of every ordinary being amounts to this: viz., "the entire cessation of rebirths, with extinction of all the elements or needs of bedily existence"; and this he thinks equivalent to annihilation. In view of such retations it would hardly be credited that all through the Buddhist canonical books expressions concerning Nirvana are scattered in which spoken of as "the highest felicity," as a lition of active (not passive) happiness, as a ce of inestable delight and enjoyment; in short, the language employed about it resembles, often in quite a startling way, that which Christian iters employ regarding Heaven. Buddha asdir reward to the persevering in love and purity dunseitshness. The canon proves this. But many modern Orientalists prefer to rest upon perverted dootrine of Leter Buddhism, when chings of Gotams had been overlaid with as of metaphysics, and when pessimism for-to him had been engrafted on his doctrines.

We need look no further for the cause of the reline of Buddhism. While it represented the ne coctrine of Gotama it flourished and drew.

the masses to it everywhere? When Agnosticism came to color and then control it, the charm was broken, and thenceforth its power of attraction in great measure perished. Annihilation never could be made an acceptable theory to the children of men, no matter where, and those who assume that the people of India were exceptions to a rule grounded in the very constitution of humanity exhibit a strange disregard of psychological laws. What Sir Monier-Williams terms the ceptivity" of Brahmanism no doubt operated to facilitate the general lapse into Hinduism, which was rendered more easy by the previous corruptions of the Buddhist worship introduced by the monastic order. From a Buddhism upon which saint and image worship had been engrafted, to Saivism and Vishnuism, was a facile change, and one which proceeded rapidly. The persistence of a comparatively pure form of Buddhism in Ceylon only confirms this view of the general course of events. Sir Monier-Williams gives a very interesting account of Pibetan Buddhism, and of the rise and growth of hierarchical Buddhism, in which the analogies with Western Monachism are neither few nor faint. He rightly insists upon the necessity of recognizing the influence both of Vedantism and Brahmanism upon the progress of Buddhism. but there is always danger of exaggerating this influence, and so unduly depreciating the originality of Gotama's system. The chaper upon mystical Buddhism in connection with the Yoga Philosophy is interesting, but exhibits a decidedly superficial acquaintance with this branch of the subject.' A far deeper knowledge of Oriental occultism of the author appears to possess is necessary to a lucid and comprehensive exposition of the esoteric phase of Buddhism. The chapters dealing with ceremonies and rites, festivals and formularies, sacred places, monasteries and temples are full of carefully gathered information, and the supplementary remarks on the connection of Buddhism with Jainism disappoint only by their brevity. In the concluding chapter all the old errors and misstatements are reaffirmed for the purpose of supporting a comparison, the method of which is so peculiar that it cannot be regarded as a serious piece of controversial writing.

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J. T. WANN,
Socretary.
President.

N OTICE IS HEREBY GIVEN that the Annual Meeting of the stockholders of the New-York, Chicago and St. Louis Ratiroad Company, for the election of Directors and other general purposes, will be held at 9 o'clock a. m., on Wednesday, May 1, 1889, at the company's principal office in Cleveland, Ohio.

ALLYN COX, Secretary.

S TOOKHOLDERS are requested to deposit their certificates of stock with M. M. WHITE, 531 West 35th-st. before the 17th of April, 1889; and meet the same day and place at 2 o.clock p. m., as the irrustees wish to pay on said certificate small percentage.

M. M. WHITE, E. L. BOILES, Trustees.

THE HOLDERS of above bonds who are A desirous of protecting their interests are requested to deposit their bonds with the Farmers' Loan and Trust Company, and sign the agreement that has been prepared by the undersigned. JAMES A. ROOSEVELT, THOMAS DENNY, J. KENNEDY TOD, R. SOMERS HAYES,

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The bonds issued under this mortgage have been listed at the New-York Stock Exchange, and the amount now offered for sale will also be listed. Attention is invited to the following official statement:

OMAHA, April 1, 1889.

GENTLEMEN: Referring to the bonds of this company taken by you, I beg to submit the following statement in ragard to the city and company:

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and beef packing establishments in the United States (South Omaha now ranking as the third city in the packing business), and it is the only city which has shown an in-creage in that industry during the past year. The quantity of water required by these establishments will alone equal he demands from a city of 60,000 population. rears ago South Omaha had but a few hundred people, while its present population is placed at 12,000, and during his time it is estimated that the various packing establish ents have invested upward of \$4,000,000 in permanent santhings.

The works were built in 1881, and the company now has more than one hundred and seven miles of mains and pipes occupying the streets, in the most thickly populated portions of Omaha and South Omaha. These pipes are all of cast tron of the heaviest weights, and of large sire, and the whole work of the company is of the most substantial and enduring character.

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The rapid and regular increase in the earnings will be seen by the fact that for the first six months of 1887 the earnings were \$67,323 79, or at the rate of \$154,647 58 por anoun, while during the last six menths of 1887, the earnings were \$61,636 51, or at the rate of \$154,647 58 por anoun, while during the last six menths of 1888 the earnings were \$61,636 51, or at the rate of \$158,813 19 62 per annum, and for the first six months of 1888 the earnings were \$61,636 51, or at the rate of \$256,474 14 per annum, while for the last six months of 1888 the earnings were \$102,737 67, or at the rate of \$256,431 82 per annum, and for the rate of \$257,000 per annum, which will be the income of the first day of January, 1889, the earnings, based on the actual consumption of water on that data, were at the rate of \$270,000 per annum, which will be the income of the company for the year, even though thare is no increased consumption. It is estimated that the actual receipts from water so and hydrant rental this year will not be less than \$200,000, and will probably reach \$325,000, but this will not represent all the gain during the year, as the largest number of new consumers are taken on in the last hair of the year, and as they pay only for a portion of the year, the income will not receive the full benefit until next veg.

The total interest they are of the company will undoubtively have not earnings of not less than \$240,000, and probably \$250,000.

Aside from the hydrant rental the present facome of the company is obtained from about 5,000 consumers, as compared with 2,575 consumers Jan. 1,1897, and on the present population of the city the bompany should have at least 16,000 consumers, which number will doubtless be reached in the course of five year, owen fit they is no population. The number o

891 360,000 1896 892 425,000 1897 .....

1893. 490,000 1898. 900,000

Referring to this estimate of future earnings. It may be stated that the receipts of the Spring Valley Water Company of San Francisco (300,000 population) in 1837 were 1, 281,000,000. In the Boston Water Works in 1837 earned \$2,200,000. In the above cases the water rates charged were less than the tariff at Dmaha as fixed by the franchise. The history of investments procee that there are no safer securities than earrefully selected water works bonds. Water to an accurate than earrefully selected water works bonds. Water to an accurate the income to ver increasing. There are no bad debts, no strikes and no competition. The franchise fixed the fixed and the city and poonle must only for the service, or the fixed and domestic supply will be cut off.
Respectfully yours.

fully yours, WILLIAM A. UNDERWOOD, President, The American Water Works Company.

Copies of the mortgage and franchise can be seen at the offices of the undersigned:

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HENRY P. TALMADGE, President.

HENRY P. TALMADGE, President.

OFFICE OF THE DELAWARE AND HUDSON
CANAL CO., NEW-YORK, March 27, 1889.

THE ANNUAL MEETING of the stockholders of the Delaware and Hudson Canal Company will be held at the offlice of the company, corner of Cortiandt and Church sta., New-York City, on Tuesday, the 14th day of May next, for the election of managers and for other business.

The polls will open at 12 o'clock noon, and remain open for one hour.
The transfer books will be closed from the eventing of Saturday, April 13th, until the morning of Wednesday, May 16th.

By order of the Board of Managers.
F. M. OLYPHANT, Secretary.

MISSOURI. KANSAS AND TEXAS RAILWAY OO.,
46 BROADWAY NEW YORK, April 6, 1889.
THE ANNUAL MEETING of the Stockholders of the MISSOURI, KANSAS AND TEXAS RAILWAY COMPANY for the election of directors for the ensuing year, and transaction of any other business that may be brought before the meeting, will be held at the office of the company in Parsons, Kan., on Wednesday, May, 15, 1889, at 12 o'clock m.
Stock transfer books will be closed from the afternoon of Agril 12 until the moraley of May 16 next.

H. B. HENBON, Secretary,

Financial.

# NATURAL GAS LAND IMPROVEMENT CO.,

MUNCIE, INDIANA. CAPITAL STOCK. \$2,000,000,

PAR VALUE, \$100. FULL PAID AND NON-ASSESSABLE.

OFFICERS AND DIRECTORS. President, Leon Abbett, ex-Governor of New-Jersey. Vice-President and General Manager, Etbridge Rideout, of New-York.

Treasurer, William Harris, Union City, Ind. Secretary, S. C. Goshorn, Muncie, Ind. Assistant General Manager, James M. Woods, New-York. James A. Bishop, Cincinnati, Ohio; Nicholas Ohmer, Dayton, Ohio; W. S. Hall, Findlay, Ohio.

This company has now opened subscription books at its offices, No. 45 Broadway, Rooms 81 and 82, for the saie of a limited amount of stock at the initial and lowest subription figures.

scription figures.

More than three-fourths of the stock has already taken. For the remainder subscriptions will be rece at the company's offices for a limited time at the bot price of \$65 per share, when the price will be advance.

\$75 per share.

The company owns about 15,000 valuable house and building lots, in and adjoining the City of Muncie, situated in the most desirable centre of the Natural Gas Field of Indiana. These lands are to be at once improved by opening avenues and spacious boulevards, and erecting desirable residences, and supplying Natural Gas to consumers. The lowest estimate of the value of this property. Treadily salable, is over 84,000,000, and constantly advancing, insuring thereby the most advantageous investment possible to offer. \$11,000 worth of the company's lots were soid in Muncie the first day they were offered at \$300 to \$500 each.

A descriptive pamphlet of thirty pages, handsomely illustrated, containing plat of lands, with scale of prices,

fillustrated, containing plat of lands, with scale of price maps, etc., forwarded upon application. Muncie Natural Gas Land Im-

provement Company, ROOMS SI AND S2, 45 BROADWAY, NEW-YORK.

**NEW ENGLAND** 

# LOAN AND TRUST COMPANY 160 BROADWAY, NEW-YORK.

OES MOINES, TOWA. KANSAS CITY, MO. PAID CAPITAL, \$500,000.

WE OFFER LAND DEBENTURES, GUARANTEED MORTGAGES AND MUNICIPAL BONDS. HANDLE NO SECURITIES WHICH WE HAVE NOT CAREFULLY EXAMINED AND CANNOT FULLY RECOMMEND. BANKERS, BANK OF NEW-YORK, N. B. A.

TRUSTEE, THE FARMERS' LOAN AND TRUST CO

# MANHATTAN TRUST COMPANY.

NO. 10 WALLST. NEW-YORK.

DIRECTORS:

Prancis Ormond French, New-York.
R. J. Cross, N. Y.
H. L. Higginson, Boston,
August Belmont, Ir., N. X.
E. D. Randolph, N. Y.
C. F. Livermore, N. Y.
C. C. Haldwin, N. Y.
Chas, P. Tag, N. Y.
Henry Field, Chicsgo. F. O. French, President. J. I. Waterbury, Vice-Pres. C. W. Haskins, Secretary, A. T. French, Treasurer. ALLOWS INTEREST ON DEPOSITS, EXECUTES

TRUSTS OF EVERY DESCRIPTION, REGISTRAR AND TRANSFER AGENT. CINCINNATI, INDIANAPOLIS, ST. LOUIS AND CHI-CAGO RAILWAY COMPANY. CINCINNATI, April 3, 1889.

A SPECIAL MEETING of the stockholders A of the Cincinnati, Indianapolis, St. Louis and Chicago Railway Company will be held at the company's office in Indianapolis, Indiana, on Wednesday, the 15th day of May, 1889, at 12 o'clock noon, for the purpose of considering and taking action on the agreement for consolidation ntered into by the Board of Directors of this company with the Directors of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. and the Indianapolis and St. Louis Railway Co. The transfer-books will close on Sat urday, April 6, 1889, and reopen on Thursday, the 16th day of May, 1889.

By order of the Board of Directors, J. C. DAVIE, Secretary

## Dividend Notices.

A DIVIDEND of Three per cent upon the clared, payable on and after the loth of April, inst.

The transfer book will be closed from the 2d until the 10th inst. By order

OFFICE OF THE DELAWARE AND HUDSON CANAL COMPANY, New-York, Feb. 27, 1880.

A QUARTERLY DIVIDEND OF ONE AND ATHREE-QUARTERS (1 3-4) PER CENT. on the capital stock of this company will be paid at the office of the company, No. 12 Cortisadtest, in this city, on and after Friday, March 15, 1880. The transfer books will be closed from the close of business to-day until the morning of Saturday, March 16, 189 order of the Board of Managera.

THE MISSOURI PACIFIC RAILWAY CO.

196 BROADWAY, NEW-YORK, MARCH 8, 1889.

THIRTY-FIFTH DIVIDEND.

QUARTERLY dividend of ONE (1) PER day been declared, parable on Monday, April 15, 1889.

A CENT on the Edutal stock of this company has tals day been declared, parable on Monday, April 16, 1889.

14), will be closed on Friday, March 22, 1889, at three (3) o'clock p. m., and which will be reopened on Tuesday, March 19, will be closed on Friday, March 22, 1889, at three (3) o'clock p. m., and will be reopened on Tuesday, April 16, 1889. M. H. CALEF, Treasurer.

## Railroads.

NEW LINE TO

WASHINGTON AND BALTIMORE, VIA CENTRAL R. R. OF NEW-JERSEY, PHILADELPHIA AND READING RAILEOAD,

BALTIMORE AND OHIO RAILROAD. SOLID TRAINS-NO TRANSFERS. NO EXTRA FARE FOR FAST TIME.

PULLMAN CAR SERVICE ON ALL TRAINS. SCHEDULE IN EFFECT MARCH 10. Trains leave station Central Railroad of New-Jersey, not Liberty-st., N. B.

foot Liberty-st., N. R.

For Washington, Baltimore, Wilmington and Chester,
8:30 a. m., 11 a. m.; 1:30, 2:30, 4:45 p. m., 12 night,
SUNDAYS, 8:30 a. m.; 1:30, 2:30, 4:45 p. m.; 12 night,
For Philadelphia at 4:00, 7:45, 8:30, 9:30, 11:00 a. m.;
1:30, 2:30, 3:15, 4:00, 4:45, 5:30, 7:30, 12:00 p. m.
SUNDAYS, 8:30, 9:30 a. m., 1:30, 2:30, 4:45, 6:30,

12:00 p. m.

Tickets and Parlor Car seats can be procured at 21, 71, 201, 415, 944, 1,140, 1,323 Broadway, 737 6th-ave., 264
West 125thst., 132 East 125th-st., New-York; 4 Courtst., 806 Fulton-st., 98 Broadway, Brooklyn.

New-York Transfer Company will call for and check baggage from hotel or residence.

CENTRAL RAILROAD OF NEW-JERSEY.

CENTRAL RAILROAD OF NEW-JERSEY.
FOOT OF LIBERTY-ST., NORTH RIVER.
Time Table of March 10, 1889.
4:00 a. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, etc.
7:00 a. m. for Flemington, Easton, Bethlehem, Allentown, Mauch Chunk.
8:30 a. m. for Flemington, Lake Hopatcong, Easton, Bethlehem, Allentown, Mauch Chunk, Wilkeebare, Scranton, Reading, Harrisburg, etc.
Sunbury, Lewisburg, Williamsport.
1:00 p. m. for Flemington, Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, etc.
3:45 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Wilkeebare, Scranton, Tamaqua, Shamokin, Chunk, Wilkeebare, Seranton, Tamaqua, Shamokin, 6:00 and 5:30 p. m. for Flemington, Lake Hopatcong, Easton, 6:00 and 5:30 p. m. for Flemington, Lake Hopatcong, Easton, 5:45 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, oc. On Sundays at 5:30 p. m. 5:00 a. m. Sundays, for Faston, 4:30, 5:15, 11:15 a. m., 1:00, 4:00, 4:30, 6:10 p. m.; Sundays, 4:00, 9:00 s. m., for Red Bank, Long Branch, 4:30, 8:15 a. m., 1:00, 4:30 p. m., for Farmingdale, 4:30, 8:15 a. m., 1:00, 4:30 p. m., for Farmingdale,

Asour Fara. vo. 1:00, 4:30 p. m., for Farmingdale, 4:30, 8:15 a. m., 1:00, 4:30 p. m., for Farmingdale, inchester. Toms River. Barnegat, etc. 4:30 a. m., 1:00 p. m., for Vineiand, Bridgeton, 4:30 a. m., 1:00 p. m., for Vineiand, Bridgeton, 4:30, 6:00, 8:13, 10:30, 11:15 a. m., 1:00, 4:00, 4:00, 6:30, 6:10 p. m. Sundays, 4:00, 9:00 a. m., for Perth

Amboy, LAKEWOOD at 4:30, 8:15 a- m., 1:00, 2:30, 4:30 p. m. Parlor cars at 2:30 and 4:30. FOR ATLANTIC CITY, m., 1 p. m. (2:30 p. m. Through Express,

SHORTEST AND QUICKEST ROUTE FOR PHILADELPHIA, BALTIMORE AND WASHINGTON. BOUND BROOK ROUTE.

Via Central R. R. of New-Jersey, Philagelphia and Reading R. R., and Haltimore and Ohio E. R., leave foot of Liberty-st., N. R. For Philadelphia, at 4:00, 7:45, 8:30, 9:30, 11:00 a. m., 1:30, 2:30, 3:15, 4:00, 4:45, 5:30, 7:30, 12:00 p. m. SUNDAYS, 8:30, 9:30 a. m., 1:30, 2:30, 4:45, 6:30, 12:00 p. m. baltimore and Washington, daily, at 8:30 (11:00 Sunday) a. m., 1:30, 2:30, 4:45, 12:00 p. m. ns teaving at 7:45, 11:00 a. m. 1:30, 4:00, 5:30, 12:00 p. m., have connection for Reading, Harrisexcept Sunday is m., 1:50, 2:50, 4:40342 00 p. m.
Trains leaving at 7:45, 1:100 a. m. 1:30, 4:00, 5:30,
7:30, 12:00 p. m., have connection for Reading, Harrisburg, Potaville, &c.
1:10 p. 1:20 p. m., have connection for Reading, Harris1:10 p. 1:20 p. m., have connection for Reading, Harris1:20 p. 1:20 p.

Railroads.

BALTIMORE AND OHIO RAILBOAD PART PYPPERS TRAINS VIA PHILADELPHIA. TO BALTIMORE WASHINGTON.

CINCINNATI, ST. LOUIS AND CHICAGO. PULLMAN CAR SERVICE ON ALL TRAINS.

For Chicago, 2:30 p. m.; 12:00 midnight. For Cincinnati and St. Louis, 8:30 a. m., 4:45 p. m. For Washington, Baltimore, Wilmington and Ct 8:30 a. m., 11:00 a. m., 1:30 p. m. 2:30 p. m., 4:45 p.

All trains (except 11:00 a. m.) run daily. For tickets and Pullman car space call at B. and C Ticket Offices, 21, 261, 415 and 1,140 Broadway, or

12:00 midnight.

Station, foot of Liberty-st.

New-York Transfer Company will call for and the baggage from hotel or residence. W. M. CLEMENTS.

Gen'l Pass. Agust.

LEHIGH VALLEY RAILROAD.

PASSENGER TRAINS heave foot of Cortlands and

and the West, and principal local points. Chair car to Limits.

11 a. m. for Cherry Ford and intermediate points.

1 p. m. for Tunkhannock and intermediate points.
Chair cars to Tunkhannock. Connection to Reading and Harrisburg.

3:40 p. m. for Pittston and principal intermediate points. Chair car to L. and B. Junction.

5:40 p. m. for Mauch Chunk and intermediate points. Connection to Reading and Harrisburg. Chair car to Mauch Chunk.

7 p. m. for Geneya. Lyons, Elmira, Rochester, Buffals and the West. Fulfman sleeper to Lyons.

7 p. m. for Geneya Lyons, Elmira, Rochester, Buffals and the West. Fulfman sleeper to Lyons.

7 p. m. for Mauch Chunk, Hazieton can region, SUNDAY TRAINS.

8 a. m. for Mauch Chunk, Hazieton and intermediate points. points.
5:45 p. m. for Copiay and intermediate points.
7 p. m. for Geneva, Lyons, Elmira, Rochester, Bumis and the West. Pullman sleeper to Lyons.
General Eastern Office, 235 Broadway.

NORTHERN RAILROAD OF NEW-JERSEY.

-Trains leave Chambers-st. Station week days be Englewood. Tenanty, Closter, Sparkill and Nyack, 5:30, "10 and 11:30 a.m.; 1:15, 3:30, 4, 4:50, 5:10, 5:46, 6:10, "6:40, 8, 10:30 p. m., 12 midnight. Sundays, 7, "9:30 s. m.; 4, "7:45 p. m., 12 midnight. Sundays, 7, 3:30 s. m.; 4, "7:45 p. m., 2:30 p. m. 2:30 p. m. \*For Nanuet, Spring Valley, Monsey and Tallmana.

2:30 p. m.

\*For Names, Spring Valley, Monsey and Tailmans.

RHE RAILWAY.—Ticket Offices, 401, 317, 711 and 957 Broadway, 153 1-2 Bowery, 1 Batter Pikee, Chambers and 23d Streets terries. New York 131, 313 3 3 3 7 110 and 33 3 Fulton st., Broadway, William Burg; corner Newark and Hudson sts., Hoboken, and Jersey City, where Ticke sheeking and transfer at buggage can be mained. Express trains leave 23d-st. minutes carlier trains so and minutes carlier. The street of the control of t Newburg, 7:50, 9, 10:30 a. m.; 3:30, 4, 4:30, 5 p. m.
Goshen, 4.55, 7:50, 9, 10:30 a. m.; 1, 8:20, 4:30,
5:30, 7, 8:30 p. m.
Middletown and Port Jervis, 4:45, 7:50, 9, 10:30
a. m.; 3:30, 4:30, 5, 7, 8:30 p. m.
Sunday local trains, main line, 4:45, 8:30, 10:30 a. m.;
1:45, 3, 4, 5, 0:30, 7:30, 8:30, 10:30, 12 night. Newsit
Branch, 9 a. m.; 3:30, 6:30 and 10 p. m.
Express trains from the West arrive in New-York at
7:40 and 11:55 a. m., and 10:55 p. m.
W. J. MURPHY,
Gen'l Supt.
Gen'l Pass. Agent

ionto and Cieveland, Cincinnat, Indianapolis, St. Deurots and Chicago, with vestibuled and steam-heated eleming and dining cars.

10:30 p. m., Montreal and Canandaigus Express.
Sieeping-cars to Montreal, via Rouse's Point, and via St. Albans daily, and to Syracuse and Canandaigus daily except Sunday, Sunday train does not run west of Albany.

9 p. m., Special Mail Limited, arrives at Rochester 7:40 s. m., Burislo 9:35 s. m., and Cleveland 1:25 p. m. \*10:00 p. m., Fast Night Express for Rochester, Buffalo, Niagars Falls, Toronto, Cleveland, Cincinnati, Indianapolis, St. Louis, Detroit and Chicago, with sleeping-cars, Siceping-cars to Watertown, via Utica, daily except Sattray, also to Canandaigus on Sundays only.

12 midnight for Saratoga, Whiteball and Rulland, Ne connection with train leaving Saturday. Sieeping-cars to Albany. Connects at Albany with train for the West.

Tickets and space in drawing-room and sleeping-cars of albany. Connects at Albany with train for the West.

Tickets and space in drawing-room and sleeping-cars of albany. Connects at Albany with train for the West.

12 Park Place, 1 Battery Place, 62 West 125th-st. and 138th-st. sation, New York; 383 Washington and 730 Pulton sts., and 398 Bedford-awe, E. D., Brooklyn.

Westcott's Express calls for and checks baggage from hotels or rendences.

\*Run daily; others daily except Sunday 18 top st 138th-st. and ality; others daily except Sunday 18 top st 138th-st.

FAST PITTSFIELD AND NORTH ADAMS SPECIAL with elegant Wagner Drawing Room cars, leaves Grad Central Station, via Harlem Division, daily except Sunday at 3:25 p. m. Fast time. Superior service.

GEORGE H. DANIBLS, General Passenger Agent J. M. TOUCEY, General Superintendent.

FOR ATLANTIC CITY.

FOR ATLANTIC CITY.

2:20 p. m. (through Parior Car), 1 and 2 p. m. week days. For Cape May, 1 p. m. week days. For Cape May, 1 p. m. week days. m. through the constant of the FOR PHILADELPHTA.

FOR PHILADELPHIA.

Express trains leave New York via Desbrosses and Cortinuit Streets Ferries, as follows:
6:20, 7:20, 8, 9 (9 Chicago Limited, with Dining Canadi O Washington Limited) and 11:00 a.m., 12:20, and 10 Washington Limited) and 11:00 a.m., 12:20, and 10:00, 2:00, 3:00, 3:00, 4:00, 4:30, 5:00, 6:00, 6:00, 6:00, 6:00, 6:00, 6:00, 6:00, 6:00, 6:00, 6:00, 8:00 and 9:00 p.m., and 12:15 night. Accommodation, 9:00 p. Limited), and 10 Sundays, Express, 6:0:30, 8 and 9 p. m., and 12:15 night. Accommodation, 7:00 p. m.

Prains leaving New York daily, except Sunday, at 8, 9

Trains leaving New York daily, except Sunday, at 8, 9

and 11:10 a.m., 12:20, 1, 2, 4, 5, 8 p. m., and 10 a.m., and 6 p. m. on Sundays, connect at Trenton for Camden.

Ticket Offices, Nos. 1, 435, 849, and 944 Broadway, 1 Camdon.

Ticket Offices, Nos. 1, 435, 849, and 944 Broadway, I Ticket Offices, Nos. 1, 435, 849, and 944 Broadway, I Ticket Offices, and toot of Desbrosses and Cortisands sits. 4 Court-st., and flooting the Court-st., and floo

WEST SHORE RAILROAD, N. Y. C. & St., Staton, N. S. C., Lessee.—Trains leave West 425 st., Staton, New-York, as follows, and twenty minutes earlier from foot of Jay-st., N. R.: Chicago, Detroit London, Hamilton, "9:55 a. m., 6:00, 8:15 a. m. 8:00 Louis, 6:10, 8:15 a. m., 6:00, 8:15 a. m., 6:00, 8:15 a. m., 6:00, 8:15 a. m., 6:00, 8:15 a. m., 8:00 louis, 9:00 m. Montreal, Canada East, 6:00 p. in. Nisgar 7:11s, Syracuso, Usica, and principal intermediate stations 8:15, 9:05 a. m., 6:00, 8:15 p. m. (and ii a. m. for 10:00 m.) and 10:00 m. Nisgar 7:11s, 9:05, 11:00 a. m., 4:10, 5:15, 8:45 p. m. p. m. Newburg, "10:15 a. m., 4:10, 5:15, 8:45 p. m. p. m. Newburg, "10:15 a. m., 4:10, 5:15, 8:45 p. m. p. m. Newburg, "10:15 a. m., 4:10, 5:15, 8:45 p. m. Howards and 8t. Louis, "Daily, Daily, except Staton-care for Buffalo, Ningara Falls, Toronto, Detroit, Chicago and 8t. Louis, "Daily, Daily, except Staton-care for Human daily except Staton, 20:120 a. m., 3:8 p. m.; Hobelean, West Shore Station, 21:20 a. m., 3:8 p. m.; Hobelean, West Shore Station, 21:20 a. m., 3:8 p. m.; Hobelean, West Shore Station, 21:20 a. m., 3:8 p. m.; Hobelean, West Shore Station, 21:20 a. m., 3:8 p. m.; Hobelean, West Shore Station, 21:20 a. m., 3:8 p. m.; Hobelean, West Shore Station, 21:20 a. m., 3:8 p. m.; Hobelean, West Shore Station, 21:20 a. m., 3:8 p. m.; Hobelean, West Shore Station, 21:20 a. m., 3:8 p. m.; Hobelean, West Shore Station, 21:20 a. m., 3:8 p. m.; Hobelean, Stations foot of West adds. And Took of Station-care for Stations foot of West adds. And Took of of West adds